

# BMHA Newsletter

BICYCLE MOBILE HAMS OF AMERICA



Volume 8, Number 1

Jan/Feb/Mar 1997

## NOTEPAD

The BMHA Home Page on Internet has been revamped and has picked up some much-needed graphic interest—all thru the efforts of Ron Consol, KB0VXA, and Chris Charron, WB0RSW. Ron put together the software and Chris provided space on the RAGBRAI Home Page. Check out our home page by going to [www.ragbrai.org/index.html](http://www.ragbrai.org/index.html) and clicking on *Bicycle Mobile Hams of America Home Page*. It's really neat.

The two guidebooks written by Dave Gerbig, WB9MZL, that tell hams and tour leaders how to use ham radio on big tour events are ready to go to press. They have been read by several of the members who have extensive experience in providing ham communications for "big tours" and final changes have been made. Special thanks go to: Bill Sharp, W8HI, Mike Nickolaus, NA0N, and Skip LaFetra, AA6WK.

**Hospitality List for BMHA.** Linda Eaton, KF6CUT, suggests that we look into creating a BMHA Hospitality List, similar to that conducted by the League of American Bicyclists (LAB). She wants you to contact her if you have comments, or if you have had experience using or offering LAB Hospitality. (The LAB Hospitality List is a directory of LAB members who are willing to provide overnight accommodations to other members who are on bicycle tours.) To help us come to a decision, Linda wants you to tell her both the good and the bad points about this. Contact her at 1075 Syracuse Dr, Sunnyvale, CA, 94087. Email: [lindaekib@aol.com](mailto:lindaekib@aol.com)

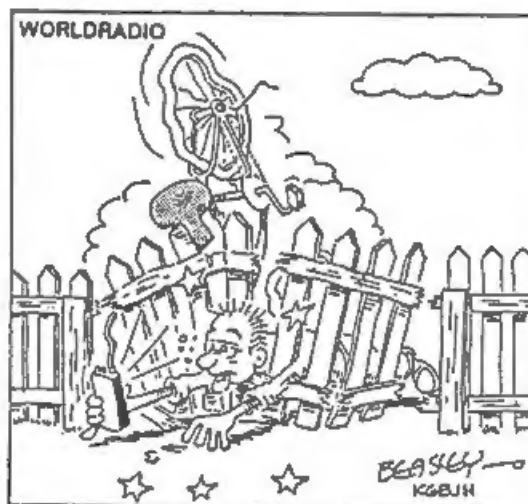
If you're looking for a getaway vacation that combines bicycling with posh accommodations, here's an idea: New members Pam and Walt James host bike rides out of their Penny Farthing Inn, a Victorian (1890) bed and breakfast in St. Augustine, Florida. After breakfast at the Inn, you choose from 14 different one-day rides ranging from ten to a hundred miles of cycling along beaches, country roads, or along the St. John's River. If you have time for a 5-day adventure, they'll make all the arrangements for an Inn-to-Inn bike tour. For more info give them a call at 1-800-395-1890. Mention BMHA.

**Plans for MOB Stainless "J" Antenna no longer available.** Rec'd this note from Ken Wahrenbrock, KF6NC: "Because of a bicycle accident in July, I am now a quadriplegic and can no longer respond to requests for the J antenna plans. I am now forced to return any requests I receive." On the phone, Ken said his accident was caused by mechanical failure. He's paralyzed except for the use of his right hand. This leaves him able to use his computer and get around in his electric wheel chair. He seemed in good spirits, considering his situation. Hang in there, Ken.

Joe Walker, age 73, our strongest senior BMHAer, writes: "WE DID IT! We completed our 70 Plus Ride Across America. Our four-man team, of which I was a rider and the organizer, crossed the US in the official time of 9 days, 2 hours, and 10 minutes. We are the oldest team (average age 71) to cycle across America, succeeding in riding 2,912 miles, averaging 342 miles per day, and averaging 14.5 miles per hour. It would not have been possible without our 12-man support crew. We expect to be in the *Guinness Book of World Records!*"

If you tell us your bike tour plans we'll publish them in the Newsletter and help make it possible for you to meet fellow BMHAers in person or on radio as you pedal along. Just send in your route and the dates.

---Hartley Alley, NAOA, Editor Email: [hartleyal@aol.com](mailto:hartleyal@aol.com)



This, the undisputed all-time great bicycle-mobile cartoon, appeared first in the August 1990 issue of *Worldradio* magazine. As many of you know, Beasley has been drawing ham radio cartoons for many years. Beasley himself (Robert Beasley, K6BJH, of Homeland, CA) has kindly given us permission to run this in our newsletter. To have drawn this cartoon, Mr. Beasley must be a bike rider, and with enough miles in his legs to have taken a few spills. We thought you'd like to see it.

# HF WORLD

## Contesting—Bicycle Mobile Style!

Contesting is a popular facet of amateur radio. The top stations can make thousands of contacts during a contest weekend. Sky-scraping towers and stations that look like NASA's mission control center are the hallmarks of top contesters. Of course, you do not have to win to have fun and you can also try to just beat stations that are similar to yours. Those top contesters aren't just contacting the big stations like their own!

Competitive contesting might seem like a hopeless case from a bicycle mobile. The average contester realizes it's impossible to have a 'big gun' signal from a 'little pistol' station. In this parlance, bicycle mobile operation is like having a 'spitwad and soda straw' signal. It may seem impossible to be competitive with anyone.



*Russ on recumbent, ready to roll.*

Paradoxically, the most popular of all contests, ARRL Field Day (FD), is one in which a bicycle mobile station CAN realistically compete against others. This is because FD is the only major contest that has a category for mobile stations.

There are generally only about 30 entrants in the mobile categories, so even a minor contest effort will earn a place in the "middle of the pack"... in the mobile category anyway!

### Early Efforts

In 1989 and 1990 I made some contacts just for fun on 15 meters. I was quite surprised that I didn't score dead last. In 1991 I tried to get a score comparable to more conventional mobile installations. I sat on my recumbent bicycle in my back yard for a few hours after dark and tried to get somebody's attention with my pip-squeak signal. I was disappointed to find that I placed 'in the back of the pack'. I hadn't operated near enough hours.

During June 1991 I was on a cross-country bicycle tour, and Field Day found me with malfunctioning radio gear (as chronicled in the BMHA newsletter for January 1992.) My score was worse then ever.

### Tactical Considerations

In 1992 I had set a goal of scoring enough points to place in the top ten in the mobile category. In bicycle racing I learned that a fast rider using poor tactics can be beaten by a

slower rider using good tactics. I decided to apply this lesson to Field Day competition. I read up on contest tactics, and critiqued my previous years performances.

The top mobile finishers are frequently QRP entrants who have made a lot of CW contacts. I decided to only run QRP (I had been using 18 watts) and focus more of my efforts on CW.

My 1992 effort put me within a bike length of the top ten. I still hadn't operated enough hours to quite do the trick, and I spent too much time on SSB instead of CW. I vowed that next year would be THE year.

Right after the contest was over in 1993 I added up my score and was pleased to find that I had a good chance of placing in the top ten in the mobile category. I would check QST every month (standing outside by the mailbox) to see if the scores were published yet. If I had made *only three more contacts*, 10th place would have been mine!

### A New Radio To Boost My Score

One problem that I still had is that some of the radios I had didn't have adequate band coverage. Fortunately Tokyo Hy-Power introduced a rig that covered all of 6, 15, and 40 meters (see the review in the BMHA newsletter for June 1994). I used this rig to great advantage during Field Day 1994, and my final score was higher than ever. I came in eighth in my category. I finally made the top ten!

Having achieved my goal, my interest in ham radio waned in 1995 and I did not do any FD operating. This year I decided to dust off the radios and just make some FD contacts while puttering around my neighborhood. I did a couple of leisurely rides to the top of a nearby hill where I stopped and operated for about 1/2 hour each time. Radio conditions were much poorer than in years past but I did manage to make 32 contacts (all using CW.) Roughly half of them were made while in motion. Unfortunately I missed the contest deadline for entering so I won't get to see my call in the small point type in QST this year.

### What's Ahead

I've decided that for me, operating bicycle-mobile is the most fun while I'm actually under way on the bike. I've basically given up on the 'portable-mobile' aspect and next year I'll make even less contacts while stationary. In years past I would sit on my recumbent until the wee hours of the morning. I think I have enough mosquito bites to last a lifetime, so I'll try to keep them at bay by having air flow over me at all times. That will limit my operating time and lower my score, but I think I'll have more fun.

Here's my challenge to you: Try making a few contacts for Field Day while bicycle mobile. Even if you don't have any HF equipment you can still contact the local clubs in your area on 2 meters. Try finding a decent hill in your area to conquer to improve your chances. Send in your results to the ARRL and see how many stations you can beat in the mobile category. If you're at all inclined to operate HF, Field Day is the perfect time to make easy contacts. Finally, let the rest of us know of your results. Drop a note to the BMHA Newsletter.

---Russell Dwarshuis, KB8U

427 Barber

Ann Arbor, MI 48103

# GEAR

## *I Like My 2-Meter Setup*

I first used my bike-mobile setup on the Great Ohio Bicycle Adventure (GOBA) in June of this year. As a touring cyclist, I found that adding ham radio to cycling was a big thrill and nice way to stay in touch, especially on large rides. Since becoming licensed in February, I've used my bike setup on all but one of the rides I've ridden.

I am very much a "pack rat", taking with me just about anything you can imagine. I'd rather have extra than be without. While no part of my rig is particularly heavy, there is some weight and I make use of existing bags to carry my ham equipment. The radio (an Icom IC-T22A 2m HT) weighs about 8 ounces and the camcorder batteries (I carry two) weigh about 1.25 lb. each.

**MY SETUP:** Starting from the rear and working to the handlebars, my rig is as follows. . A scrap piece of sheet aluminum that is a mount for the antenna -- basically a rectangle with a hole for the NMO mount that forms a horizontal extension to the rack on the back of my bike. I've turned the edge of the sides to give it more rigidity.

The BNC end of the cable (Larson GBR-1, NMB B mount, 57" coax) is at the handlebars. In the trunk bag that sits on the back rack is a camcorder battery. I've created a power cable that consists of a "pig tail" DC cable (Radio Shack 270-026 2-conductor quick-disconnect) with in-line fuses to which I've added a connector for the camcorder battery and a two-conductor, rubber boot type connector. Then a long length of wire (Icom OPC254) to the HT connector. The reason for the rubber boot connector is that it lets me easily swap out either the battery half of the cable (in the trunk bag) or the HT end of the cable. The battery connectors do not stay on the batteries well so I use a nylon strap to keep the two together and the in-line connector makes it much easier to swap out batteries. I've also found that having the rubber boot connector in the trunk bag allows me to easily remove the bag from the bike and leave the rest of the cabling with the bike.

I use a handlebar bag to carry my HT. I keep the cables on the bike with some Velcro at a couple of points on the top tube. Not being fond of earplugs or things in my ears when riding, I have a small piece of aluminum mounted on the handlebar with a clamp from a dead cycle computer that I clip my speaker mike to. My particular speaker mike (an Icom HM-75A) is nice in that it has controls for volume and allows me to change frequency presets without fumbling with the HT in the bag.

When operating, I found the 1/2 wave antenna (Larson NMO-150-BHW) and 5 Watt output to work very well. So well, in fact, that I've only had one occasion where I was not able to hit the repeater being used for a ride -- and then I found that I had my HT on low power (3W) and a switch to high (5W) enabled me to get to the repeater without difficulty. I later learned that the repeater I was trying to use was actually in the next county. I've been very satisfied with my ability to be heard.

### **CAMCORDER BATTERIES LAST AND LAST.**

I think that the most interesting part of my setup is using a camcorder battery. This was suggested by a friend, Bill Sharp - W8HI, who has done some research on the subject. I use a

12V, 2.0Ah battery (Batteries Plus BPD2012D. You could also use Radio Shack 23-287 rechargeable VHS camcorder batteries). Even though there are many batteries out there I found that charging them was the biggest difficulty -- many batteries are made to be charged while inside of the device that they power. I found that my Batteries Plus store carries a charger that is designed for these camcorder batteries.

The batteries take a special connector that is difficult to find, whether on or off of a charger. They are kind of a three-pronged jobbie with two of the three prongs having metal contacts for the plus and minus connections to the battery. While finding connectors may be difficult, it is not impossible.

At the '96 Hamvention I found gobs of the connectors at the Mendelson Electronics tent. They had a female cigar lighter connector at the other end of a short piece of wire, but were perfect for my use.

I don't want to discourage anybody from using these batteries. While I have not done this myself, if you can't find the connector, someone handy with a soldering iron could solder lugs to the contacts on the battery and use just about any type of connector they desire. I'm fond of the Radio Shack 270-026 type connectors. For charging, I believe that any 12V 500mA charger will work.



*On a GOBA back road, Scott hits a distant repeater.*

I'd like to comment on how long a charge for these batteries will last, but find that I can't. I worked all of the week-long GOBA (my single longest ride and use of the rig) on one battery that was charged once at the start of the ride. I'll admit that I spent at least 95% of my time listening, but I always had enough power to transmit when needed. I've also found that the camcorder batteries fit nicely into a fanny pack for portable operation. With the local ARES group, I worked an 11-hour shift at a bike race (on the sidelines, not on a bike), with a reasonable amount of transmitting, on a single charge.

I've found that being a bicycle-mobile ham combines my two favorite hobbies and makes both more enjoyable. I think that the combination of the Larson 1/2 wave antenna with their custom GBR cable works fantastic and, although connecting to them is a bit involved, the camcorder batteries work great. I also really like my Icom HT, particularly the speaker mike with the duplicate controls.

---Scott Ryan, KC8CNO  
1456 Elmwood Ave #D  
Columbus OH 43212

# SERVING THE BIG TOURS

## The Great Ohio Bicycle Adventure

*(The Great Ohio Bicycle Adventure (GOBA) is an annual week-long bicycle tour of the scenic back roads of rural Ohio. With the accent on taking it easy and enjoying the sights, the average daily distance is 50 miles. The 1997 GOBA will run from June 15th to the 21st, with the route covering the scenic southeastern part of the state. To continue its policy of offering ham communication coverage for its 3,000 riders, GOBA would like to add more hams to its corps of ham helpers. If interested, see below —Ed.)*

Imagine providing all of the communications for a city of 3,000 bike riders, a city that picks up and moves 50 miles each day! That's the challenge that faces the GOBA ham volunteers. What makes it exciting is that it's emergency training for a disaster that would be more than county wide. One that would encompass a portion of the state or a region. Certainly, GOBA is the largest ham radio event for Ohio.

We are fortunate to have the "Adventure" here in Ohio because it provides us with a real situation—not to practice, but to actually provide all of the communications support for this huge mobile community. This is not field day. This is not practice. This is the real thing!

We are the largest event of its kind that uses only Amateur Radio for communication. The only week-long event that's larger, that I know of, is RAGBRAI, which has 18-20K riders. Whew! And they rely on the state police network as a primary net with hams filling in. We had 117 hams serving GOBA this past year.

### HAM RADIO COVERAGE

Net control responsibilities are handled by different amateur clubs in each of the counties each day. And since the Adventure takes place for seven consecutive days, volunteers often leap-frog from one location to the next so that the best coverage can be given. Amateurs handle the communications for the three squad/medic vehicles that accompany the tour and of course the SAG vehicles as well as lead and sweep vehicles. In addition to fixed location responsibilities like the hospitals along the route, there is a sizeable cadre of bicycle mobile hams who travel in different locations within the cluster of riders. (More later.)

We've tried using cellular phones each year for the past 5 or 6 years. However, while cellular provides good point to point communications, the broadcast feature of Amateur Radio outweighs the occasional cellular benefits. Granted, cellular is good when someone wants to talk with a local store or some sort of provider about "commercial" things. And certainly it provides the privacy that's needed on occasion.

We are now using pagers that provide weather updates on a broadcast basis. There are about 10 of us that have them. Since we've been "surprised" by a tornado in one case, and torrential downpours at odd hours at other times, pagers are giving us more time to get activated.

In '96 we were fortunate to have a NOAA weather person ride with us for 4 days. He was a real asset when we got the pager notice of bad weather on the last day. We turned to him to find out exactly where the weather cell was. He called the station in Cleveland, they dialed in the doppler radar to our area specifically, and we were able to get people pretty much under

cover and have intersections manned by either sheriffs or staff, when the storm came. It was a pleasingly fast response.



*Bill Sharp, W8HI, with the standard GOBA setup, a Larsen half-wave mounted aft of his saddle.*

### QUICK RESPONSE

In '96 we averaged one squad/medic call an hour and four hospital runs each day. Because of our ham volunteers, in particular the bicycle mobile hams, the response time continues to be right at six minutes. Said another way, when asked for, help was on the scene quicker than if 911 had been called.

Bicycle mobile hams are our front line for every member of the event. They are our eyes and ears. They give us "real time" information so that we are able to react in the shortest possible time to any event.

We seem to have quite a little group of bicycle mobile hams building from year to year. There are usually about 15 who pedal the entire 3,000 miles, enjoying the riding and helping out with emergency communications.

Since they are of such importance, we emphasize our support of them. To that end we have developed a bicycle mobile set-up that is efficient and effective. All of the parts have been standardized so that in case of failure they can be substituted from spare parts we carry with us.

### BICYCLE MOBILE SETUP

This is the bicycle-mobile setup that we strongly recommend:

**Antenna:** Larsen NMO-150, 1/2 wave 2-meter whip and coil.

**Feedline:** Larsen GBR-1, with NMO mount and BNC connector. Coax is 57" long, which works best for 2-meters, and yet is not resonant in other ham bands.

**Batteries:** 12V 2AH with Panasonic style "claw foot" connector.

**Antenna Mount:** homebrew aluminum shelf attached to a Minoura dual waterbottle cage that mounts on rear of saddle.

*(continued on next page)*



(continued from previous page)

For bicycle mobile use we recommend only the 1/2 wave Larsen antenna because it operates well without a ground plane. But it needs to have a specific feed line length. The 57" length will either coil up in a jersey pocket or be long enough to reach the front of the bike for those who mount their radios up on the handle bars.

Just as an aside, we mobiles who put in 50 to 100 miles a day on the ride enter the day's frequency on our hand helds, lock it in so that nothing will change, tuck it in a jersey pocket (in the back) and use a speaker mike 'cause we're too sweaty to use head sets.

We use 12 volt batteries so that we have 5 watts out. That's often necessary when we're going into low profile repeaters. Finally, we use Minoura mounts for dual waterbottle cages that attach to the saddle frame. (Performance is the only source we've found.) To this we attach a small aluminum shelf (we supply a template) that becomes the antenna base.

Everything is standardized. We do this so that we can replace anything should it go bad. The participants have come to rely on hams, literally, for everything, so we have to be operational all the time. No excuses for something that doesn't work.

### HAMS NEEDED

To receive a brochure about the tour itself, contact: GOBA, POB 14384, Columbus OH 43214. tel: 614-447-0971. For more information, phone the Tour Director, Tom Barlow (also a ham: N8NLO) at 614-447-0888.

Along with providing the most complete communication package, GOBA encourages research and experimentation by amateurs. With this in mind, GOBA is initiating experiments in data communications and satellite locating systems. It would also be of value to see work begin in the area of cross-band communication, portable receiver sites, and mobile repeaters. If you are interested contact us now.

As usual, GOBA is looking for volunteers to handle all the more usual aspects of Amateur Radio communications: packet, satellite, GPS systems and EME, as well as FM, SSB, CW, RTTY, etc.

To apply for an experimental or operating position, please contact: Bill Sharp, W8HI e-mail: bsharp@delnet.net  
tel: O: 614-363-3621 H: 614-369-7136

—Bill Sharp, W8HI, GOBA Communications Director  
186 Devon St  
Delaware, OH 43015

### NEW HAMS

*They hit the books, sweated, and got nervous at the exam site—just as we all did. But they passed! Since the last issue these members have become licensed hams:*

Muriel C Schuerman, KE6TND, Downey, CA

*Non-ham BMHAers, please send in your call sign as soon as you get your FCC amateur radio license. We'd like to list you in this column. If you have time, tell us how and what you studied, what helped you to pass the test. We'll pass it on to our non-ham members who are thinking about taking the exam.*

## BMHA NEWSLETTER

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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

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## ABOUT BMHA

### For the information of our first-time readers

Bicycle Mobile Hams of America got its start when a 'Stray' in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile", signed by Hartley Alley, NAOA. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our six subsequent forums have drawn increasingly larger audiences, and now BMHA is firmly established as a 'regular' at this world-renowned event.

This is the twenty-sixth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 19 new members. The total membership now stands at 444, with members in 43 states, and six countries. BMHA is affiliated with Adventure Cycling Association and the League of American Bicyclists.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, packet and E-mail address lists, bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention and other regional meetings, and of course through the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on the next to last page.

## NEW MEMBERS

*We're pleased to add these names to our Membership List:*

Morton Archibald, KF4BOB, 2117 Rothmore SW, Huntsville AL 35803  
Bob Behnke, KA6NMS, 31925 Paseo Elens, San Juan Cap. CA 92875  
Robert Carey, 555 Shore Rd, #88, Somers Point NJ 08244  
Ernie Frank, KF4IFE, 242 N. Sunset St, Ft. Collins CO 80521  
Chas. Hingston Jr, KB2HSX, 82 Greenbush, Cortland NY 13045  
Pam James, 83 Cedar St, Saint Augustine FL 32084  
Walt James, " " "  
Fred L. Jones, 410 N. West St, Tipton IN 46072  
Bob Kesse, WB8W, 3995 Drew Av, Cincinnati OH 45248  
Ken Klein, 17981 Hellcroft Lane, Huntington Beach CA 92647  
Bill Milway, N3TNZ, 2 Patterson Mill Rd, Bel Air MD 21015  
James Pittinger, 55 East River Dr, Willingboro NJ 08046  
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Kevin Ratcliff, KB9MQU, " " "  
John Saunders, 510 Stratford Ct, #204-A, Del Mar CA 92014  
Pat Scott, KF4FNN, 9222 Cameron Rd, Mascot TN 37806  
Paul Scott, KE4SFG, " " "  
Steven E Spears, KD4JPT, 527 S. Lincoln Av, Tampa FL 33609

*With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.*

## BITS & PIECES

### *Supplying Power to HT on Long Trips*

An ever-present challenge to the bike ham on long rides, particularly the week-long camping-out events, is providing a reliable power supply. Handy-talkie power packs (in the week-long size) are expensive, lead acid cells are heavy, solar cells guarantee rain. Leaving the AC adapter and battery pack in the camp washroom for an overnight charge has never seemed like a good idea. Standard flashlight cells seem like a good solution for those radios that can use them, in the adaptor that's available from the radio's manufacturer.

I am currently trying a package of eight D-cells that charge up a HT power pack via a standard Yaesu auto adapter. Works so far. The D-cells are held in two battery holders (Radio Shack #270-396 or 270-389, \$1.79) The trick is to select dry cell sizes (AA cells are probably a better selection here) and battery pack capacity so that after charging overnight the pack is fully charged and the dry cells drained. The pack goes back on the radio, while the flashlight cells go into the dumpster. Those who feel environmentally challenged at disposing of the dry cells in the dumpster should put the used cells in their children's flashlights. This will have the additional benefit of allowing us amateur astronomers a better view of the wilderness sky.

—Dave Gerbig, WB9MZZ

3504 Tremont Way  
Bloomington, IN 47401

## LETTERS

### *Don't Wait 'til Next Year*

Dear Hartley,

Sign me on for another year, but don't look for me on a bicycle. Degenerative spine disease. Bummer, eh?

Things happen. I enjoyed twenty years of cycling. Thousands and thousands of miles of bicycle touring. Western states, Baja peninsula. Crossed America twice, west-east and east-west, both times with 2-meter gear. Lotsa centuries, double centuries, and a triple. California Triple Crown in 1990. I rode at the front, with presence. Had a lot of fun, and always thought I'd enjoy more. I won't anymore.

My point is this: I hear people talking about doing one thing or another with their bikes, but they don't seem to get around to doing it. Fools, all. Next year? You may not be riding next year. Go while you can; the future is uncertain. Yeah, everyone knows that, but not everyone acts on that knowledge.

I have no regrets, and I'm moving on to other things. I'll not leave cycling, but will play a supportive role in local events. Okay, this note is likely a bit disjointed, but I'm pressed for time—leaving soon for a jazz festival. Dig ya later.

Fitter is funner,

—Ed Powell, N6BPH

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Albany CA 94706

### RANDOM NOTES TO THE EDITOR

*A wonderful excuse for taking a bike ride.*



*My cycling friend in England writes: "Two weeks ago I took part in the annual Suffolk County Historic Churches Bike Ride. You choose your own route. Some 700 churches in the County, of all denominations, are open and manned from 10 a.m. till 6 p.m. They clock you in and provide tea, coffee, lemonade, biscuits etc. I did about 50 miles and covered 33 churches, raising £165 (English pounds) from people who had sponsored me. It was a gorgeous sunny day, not too hot and not too much wind, and most enjoyable seeing some of the really lovely old churches tucked away in the villages." (Makes me and Jean want to go back again and cycle in England. I'm sure you readers know that the "biscuits" they served in the churches are what we Americans call cookies.)*

*Got a somewhat sad note from one of our Canadian members, a man who for years commuted by bike to work, day-in, day-out, without regard for the weather. See his article titled "Care and Feeding of the HT—in Canada's Arctic Blasts" in the January '94 issue of this newsletter. Mike Kelly, VE3FFK, of Ottawa, Ontario, writes: "Enclosed find check for two years dues. Have new job, longer commute, so no bike to work anymore. No winter cycling either, less summer cycling too, as less free time. As November looms up, only VE3RCD and VE3BUP (BMHAer Michael Pilon) seem to be keeping up the tradition of the bicycle-mobile daily commute here in Ottawa. Time for a new crop of bike mobilers, I guess.*

*Hartley, you mentioned raking leaves. Let me know if you run out of leaves to rake, I'd be happy to send you some. Once that's done I'll send you all the snow you can shovel also."*

# QSL CORNER

In this space we feature QSL cards and other printed items that have a bicycle-mobile motif. Send yours in. We'll run it.

FAMILY AMATEUR RADIO STATION									
		NAVA		4Z5IQ		<input type="checkbox"/>			
		TEDDY		4Z5JQ		<input checked="" type="checkbox"/>			
ZONE 20 * ITU-35 GRID: KM72JC HOLYLAND-F13TA CONFIRMING QSO WITH DATE DAY MONTH YEAR UTC MHz RST MODE 2-WAY FIG: POWER: ANT:									
NAVA AND TEDDY NEEMAN POB 65078 22 BEIT TZURI ST. TEL-AVIV 69122, ISRAEL Tel-Aviv 61 650 ISRAEL									
<input type="checkbox"/> PSE QSL <input type="checkbox"/> TXN SHALOM FROM ISRAEL									

## Ham's HT Saves The Day!

Teddy Neeman, 4Z5JQ, our member in Israel, sent his "Family" card (note the BMHA logo) with this family story. He writes:

This winter has started out with a drought, and so WX in Israel is perfect this month for biking and outdoor activity: about 23 degrees centigrade.

I took my daughter Liora (age 7) on the "Around Galilee Bicycle Tour". It is a half-day event in the Jordan River valley, with 1500 riders and a variety of categories: a 53 km road race, a 45 km mountain bike race, and an 18 km family ride. We of course were on the family ride.

As the valley is quite a warm place, my daughter had difficulty with the heat about halfway thru the event, when the uphill started. Thinking it might be too much for her, I was relying on my HT to summon my wife, (Nava, 4Z5IQ) with the car if Liora got tired. Unfortunately, the tour was so well organized that police closed the roads to cars, and a policeman did not let my wife through, with all her explanations to no avail. Suddenly, the policeman picked up my daughter crying in the background of our HT conversation, and then changed his mind and let my wife through!

73 and bye for now, Teddy, 4Z5JQ Email: teddy@teledata.co.il

## Membership Application

MemAPPL3.wps 61799 /pc /newmem /pc /E-mail /newHAM /NONham /news /Q's /root /hw/cv /env

BICYCLE MOBILE HAMS OF AMERICA  
Box 4009, Boulder, CO 80306-4009

date \_\_\_\_\_

Individual \$10 \_\_\_\_\_ new member? \_\_\_\_\_ renewal? \_\_\_\_\_  
(US or Canada)

Family \$15 \_\_\_\_\_ Foreign \$15 \_\_\_\_\_ Donation \$ \_\_\_\_\_  
(limit: two persons)

Make check payable to BMHA, in US dollars or international money order.

Name \_\_\_\_\_ Call \_\_\_\_\_

Address \_\_\_\_\_ License Class \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Age \_\_\_\_\_ Most miles bicycled in one day \_\_\_\_\_

# REMINDERS

## BMHA Net...on 20

TIME: 2000 UTC and four hours later at 0000 UTC.

DATE: 1st and 3rd Sunday of each month.

FREQ: 14.253 — plus or minus the QRM.

Look for me, NF0N, at those times, and if I'm unable to call the net please look for those who have picked up the net when I've been out of town. In particular, look for Assistant Net Controls Jim Kortge, NU8N, and John Liebenrood, K7RO. Jim covers the East, John covers the West, and I cover the middle.

—Mike Nickolaus, NF0N, BMHA Net Control

316 E. 32nd St.

S. Sioux City, NE 68776

## For Sale

Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it. Limit of 20 words, plus your name, address, phone. For members only.

## Back Issues Still Available

You may purchase any of the twenty five back issues of the BMHA Newsletter for \$1.50 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306-4009, and ask for the Index of Back Issues. This service available to members only.

## Your Bicycle Flies For Free!

As a member of BMHA you get free transport of your bicycle, when you fly on Northwest Airlines. You save \$90 on a roundtrip flight. For details call Wild World of Travel, Missoula MT, 1-800-735-7109. Mention that you're a network member of Adventure Cycling.

When you write a plug for BMHA (and please do!) in your local club's newsletter, be sure to include this information:

"The annual dues is \$10. To receive a sample copy of the BMHA Newsletter and other bike-mobile info send an SASE to BMHA, Box 4009-RC, Boulder CO 80306." This will save our club a lot of trouble and expense. The info will be sent next day.

## BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.

BICYCLE MOBILE



HAMS OF AMERICA

BICYCLE MOBILE



HAMS OF AMERICA

# BMHA NEWSLETTER

Bicycle Mobile Hams of America  
PO Box 4009  
Boulder, CO 80306-4009

## First Class Mail

## COMMENTS

....Greetings from Whidbey Island, Washington! I bike commute to work (instructor of French and Spanish) four days a week. My ride takes me along salt water beaches, prairies, farms, and woods. I see deer and eagles all along the way. At work I have a huge closet to store my bike in as well as a week's worth of work clothes. I use 2M to visit with local hams on the ride home. I still haven't developed a "huff and puff" filter for the hills—hi! I'm also a an active QRP ham. I have been kayak-mobile several times in Puget Sound and the San Juan Islands on 20M and 2M. I enjoy combining the radio and the outdoors.

—Everett Winsberg, N7BHL, Coupeville WA  
Elwynn Miller (age 72) writes:

....I found the exam not difficult to pass....got only one wrong. I'm now working on my General license, but find it hard to get time enough to devote to it, what with the biking, computer demands, etc. etc. etc.

—Elwynn J Miller, N1VVC, East Sandwich, MA  
....Please send all the back issues—check enclosed. I want to read all your biking prose. They'll fill my winter months with visions of snow drifts and icicles....

I'm just getting started at this. I need info on bike mobile antennas for 2m & 70cm. Plus info on how far from my head is 5 watts into those antennas considered safe? Info on solar power. I would like to meet any bicycle-hams that tandem. Perhaps call them TanHams or HamDens? Also is anyone playing with GPS while pedaling? It might have applications for touring.

—Ernie Frank, KF4IFE, Fort Collins, CO  
(wintering in FL)

....I'd like to exchange information with members who have kids under age ten. How they share the fun of cycling and ham radio, and what cycling equipment for kids do they use (kid-back tandems, trailers, etc.)

I'm still new to all this radio stuff and I'm also busy with two young children, ages 3 yrs and 16 mos, so progress is slow. I just use a standard HT and rubber duck stowed in my seat bag and pull it out when I want to talk to my husband, KQ6EI, at home with the kids. Not elegant, but we're working on a system where I can talk and ride at the same time and not take by hands off the handlebars.

—Linda Eaton, KF6CUT 1075 Syracuse Dr.  
Sunnyvale CA 94087 lindaekib@aol.com

....My most memorable B-Mobile "adventure" (from his BMHA Questionnaire) While cycling home from work I passed a youngster going the other way riding a bike that had been stolen from my garage over a year before. The rider could barely reach the pedals on the 25-inch frame. I swung around and followed him to a 7-11 store. When he went inside I chained the bike to a pole and called the police using the autopatch on a local ham repeater. When the youngster came out of the store he argued with me for a while claiming to have bought the bike from a friend but he decided to leave before the police arrived. The police took the bike with them and I was able to recover it the next day after producing a bill of sale. The serial number had not been removed, although my custom-built wheels with Phil Wood hubs had been.

—Dan Pope, N8ZP, Flint MI